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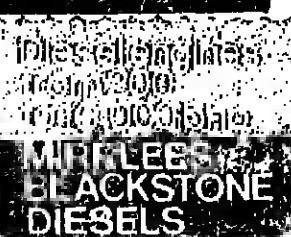
October 28, 1978

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SAVING



Iceland trips pay off for Fleetwood

BOSTON BLENHEIM continued her series of top grossings last week when Skipper Bob Rawcliffe brought her back from Iceland with 1,289 kits, including 1,100 of cod and codling, which sold for £38,193.

Since he took command of place, the stern trawler Skipper Rawcliffe has averaged more than £30,000 in the vessel.

There were also good then 25 of them were soles grossings for Fleetwood's two which brought a grossing of other arrivals from the £4,442. There were also 35 Icelandic groundlings, 100 of kits of plaice in the vessel's (Skipper Gordon Wignall) catch.

His new command, *Jacinta*, landed 1,234 kits; more than 1,000 of cod and codling and 120 of sole for a grossing of £36,182.

In the nearwater section the 130ft stern trawler *Idena* took top ship honours. Skipper Tom Christy continued his success in the vessel since returning to sea after working ashore.

After a 15-day trip with 1,070 kits, including 70 of cod, 300 of haddock, 20 of sole, 30 of roker and 180 of dog, her catch sold for £18,502 — one of the ship's biggest grossings since her completion last year.

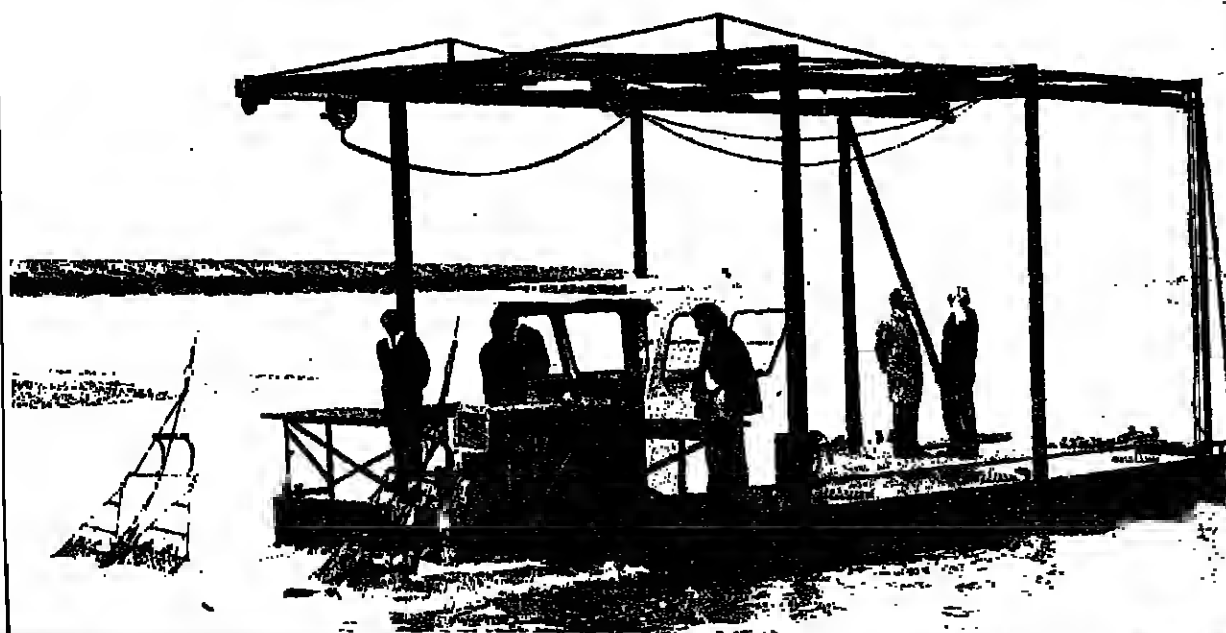
Also included in the catch were more than 150 kits of mackerel which sold surprisingly well for a variety which is rarely handled in quantity on the local market. Skipper Bill Bridge, who built up a formidable reputation as a homewater fisherman before switching to Iceland fishing, showed he had lost none of his former art when he brought the stern trawler *Boston Stirling* back from the Tory area off the west of Ireland.

Unusual

He landed 624 kits — 50 of cod, 300 of haddock, 50 of sole, 50 of dog and 80 of haddock, which sold for £12,008. Also included in the catch was an unusual feature of a middle-water catch — six kits of sole.

It was a good week for the two 109 ft. side trawlers *London Town* and *Royalist* owned by the Hewitt Fishing Co. *London Town* continued her excellent run under Skipper Jack Kelly when she landed 421 kits, including 100 of cod, 180 of haddock, 50 of roker, 30 of dog and 25 of mackerel, which sold for £9,876.

Royalist, which was recently taken over by Skipper Jack Pickers, had 100 of cod in her total of 256 kits, which met a very good market to sell for £7,664. Also in the catch were 45 of haddock, 10 of whiting, 65 of roker and 16 of



BOOST FOR CORNISH OYSTERMEN

A SPATFALL has occurred on the oyster grounds in the Fal estuary, Cornwall. This was revealed following a survey by the staff of the Fisheries Laboratory, Burnham on Crouch.

There have been only two good spatfalls in the Truro stocks in the past 15 years, during 1966 and 1971, but these were not outstanding. For this reason both the stock and the fishing effort have fallen to a very low level, particularly over the past three years.

The fall in fishing effort is due not only to the low stocks of oysters but also to the alternative attraction of the valuable mackerel fishery.

The Ministry survey undertaken in 1975 showed very small stocks of both 'ring-sized' oysters (over 2 1/2 in. diameter) and hatched oysters. But for the lucky find of some very good oysters exposed by the severe southerly gales which lashed the harbour early in January, landings would have been very low.

Again this year the survey shows very low levels of 'ring-sized' oysters. However, as no oyster has stepped in at just the right time. In common with other oyster growing areas on the south coast, there has been a good spatfall in the Truro fishery. All areas sampled in the last week in September held spat, from Malpas to Mylor. The rough weather and the

spat recently drilled and killed by the tangle which feeds on spat oysters. No very small tangles were taken in the catches; they presumably passed out of the meshes of the dredges because it would appear from the damage that there has been a good breeding year and that many specimens are about.

The other pest of the oyster fishery — rather a competitor and nuisance — the slipper limpet, has also had a good breeding season. Small specimens of this species have been found throughout the fishery.

Peter Davidson, who carried out the survey said: "This spatfall is important news, as many of the other oyster grounds in the country rely upon the Truro fishery for their supply of brood oysters."

Following last year's warm summer, no spat was recorded during the 1975 autumn survey but, from the size of the oysters, it would appear that most of the spat now recorded in the fishery was of 1976 origin, presumably having settled late in the summer. Some of the spat is very small, indicating a settlement also in early 1976.

There is hope, therefore, that yet more 1976 spat may have remained so far undetected and that the final level of recruitment to the fishery for the two years will be highly significant ensuring much improved landings for 1977 and onwards.

THE revolutionary prototype oyster dredger *Vandora* (which) been working very successfully in Pylleest Creek over the few months. With one man on board, she has been taking tons a day and is reckoned to be fishing at only half the cost of the dredger. PNP Dredger Ltd., of Burnham-on-Crouch, reports there has been considerable interest in the dredger both in country and from overseas. Investigations are going ahead to adapt the dredger for mussel operations. A full description of the dredger was given in *Fishing News* on July 23.

New drums for 'Sioux'

THE STEEL multi-purpose *Sioux*, which operates between North Shields and Grimsby as a fly shooter sainer, has now completed gear trails with a set of Ramme seine rope storage drums.

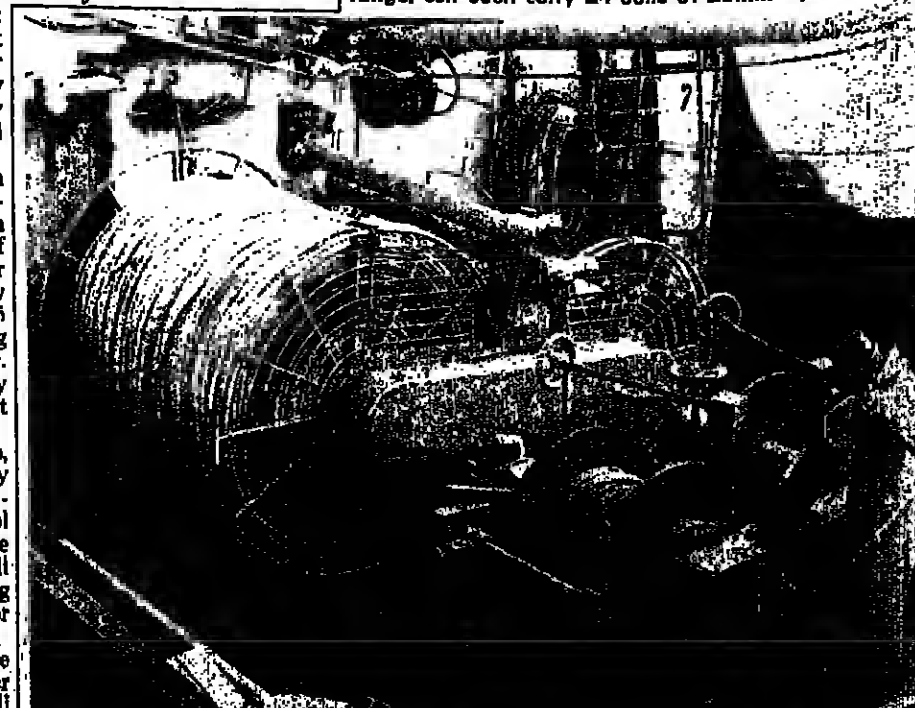
The neat and compact two-drum installation was carried out in Denmark at Thyboron under the supervision of Erling Skovgaard, who invented and patented the popular Ramme system.

She has been fitted with a completely new model, now generally available through the agents Merline Day Service (Grimsby) Ltd. known as model D.

This is presently the largest in the range with each drum carrying 24 coils of 23mm rope.

A spokesman for agents, Tom Sleight Ltd. told *Fishing News* that the crew were delighted with the new drums. They were originally equipped with storage bins.

The compact Ramme seine rope storage drums fitted aboard the steel multi-purpose vessel *Sioux*. The drums, the largest in the range, can each carry 24 coils of 23mm rope.



AS FOREIGN secretary Anthony Crosland went into the EEC Council of Ministers meeting in the Hague today (Friday) he left this message behind him: "I can conceive no circumstances in which this country — certainly under this Government — will accept 12 miles."

25,000 sign up

A PETITION for a 50-mile fishing limit with 25,000 signatures was handed in at 10 Downing Street on Wednesday.

This was the first stage of a journey to Brussels, where a copy of the petition was due to be presented at the office of European Community Commissioner, Mr. P. Lerdemois, on Thursday this week.

The petition was started by Albert McQuarrie, prospective Conservative candidate on behalf of the East Aberdeenshire Conservative Association, and was circulated in fishing constituencies throughout Britain.

The petition was also supported by Conservative shadow minister of agriculture, Francis Pym,

and shadow secretary of state for Scotland, Allick Buchanan-Smith.

"In the three weeks since the petition was launched the response has been fantastic," said Mr. Buchanan-Smith. "Let Calleghen be warned. The Government has got to fight for British fishermen; and Lardinois beware, the British fishing industry is not giving in."

At the Ministry, the fisheries intelligence unit is using the information to compile maps showing the pattern and intensity of foreign fishing.

Fishery protection are also under orders to vessels their range of operations beyond the 12-mile limit. According to reports, a fleet of 49 Russian trawlers are moving towards the coast of the north-east coast.

Location of foreign trawlers: see chart page 3.

BRITAIN WILL NOT ACCEPT 12-MILES

—SAYS CROSLAND

This was what Mr. Crosland said in his statement to the House of Commons last week, on the Council of Ministers meeting in Luxembourg, which failed to produce agreement on an extension of Community limits to 200 miles.

Mr. Crosland came in for some close questioning by MP's on exclusive coastal limits. While the present CFP was completely unacceptable, Mr. Crosland said that our aim at the meeting was not to discuss revision of the policy.

The two matters of immediate concern were extension of fishing limits of member states to 200 miles and the opening of negotiations with third countries for fishing rights. The meeting in Luxembourg today is expected to reach an understanding on both these issues.

While maintaining our position on exclusive limits, which is a variable belt out to 50 miles, Mr. Crosland said that in the short term, to get not only an agreement with Iceland before December 1 but also the United States, Canada, Norway and Eastern

European countries, was of paramount importance. For our own national interest it is right that we should go for the 200-mile limit first.

Although the Irish prevented agreement on a 200-mile limit extension by the Community, sources close to the Foreign Office indicate that it looks likely, Mr. Crosland has reached an understanding with the Irish Foreign Minister which will

return from an 80-day White Sea/Bear Island trip which yielded 548 tons of halibut. Princess Anne, under Skipper P. Craven, could start mackerel fishing early in November after her current distant water trip. At the beginning of this week she had been out for 30 days in the White Sea, but an early return is anticipated.

This will be the third year running that *Orsino* has gone after mackerel.

Continued back page

Trawler spotting

SKIPPERs and RAF Nimrod aircraft are co-operating with the Ministry of Agriculture and Fisheries in a drive to find the strength of foreign fishing effort inside the 200-mile area around Britain.

According to *The Observer* newspaper, there were at least 450 foreign vessels operating within 200 miles last week.

Skippers have been supplied with forms by the Ministry and the RAF has orders to photograph every vessel they see.

At the Ministry, the fisheries intelligence unit is using the information to compile maps showing the pattern and intensity of foreign fishing.

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Location of foreign trawlers: see chart page 3.

Left: foreign vessels — like this Polish trawler — spotted heading off Scotland — are seen to identify from the air.



Shell is catching

Shell marine oils are as much a part of the sea as these kits. Britain's top trawlermen rely on Shell to help them bring home a consistently fine catch. And once in port they look to Shell again for the on-the-spot servicing today's trawlermen need.

At Grimsby, Lymington, Fleetwood, Hull and Aberdeen, Shell are the main bulk oil suppliers. Elsewhere, they're ready at the dockside of every major fishing port.

Even while you're at sea, Shell technology is on call. They're there to help you. With so much at stake, it pays to pick Shell.

SHELL MARINE LUBRICANTS



COMMENT

PROGRESS towards a decision on exclusive coastal zones within EEC waters must to most inshore fishermen seem to be moving at snail's pace. What was being billed as the 'crunch day' — October 19 — has come and gone with little discussion on this subject last week at the Council of Ministers Meeting in Luxembourg. This week, Ministers meet up in the Hague (shades of the Law of the Sea Conference) but little movement towards agreement on coastal zones is expected.

Although inshore fishermen will be getting restive, we believe that for once, the Government has got its priorities right. It is essential that first there should be an agreement on extending Community limits to 200 miles. Once this is done, it strengthens the negotiating hand to keep our deep-sea trawlers fishing in third country waters.

This move in itself would give some protection to inshore fishermen. Although Foreign Secretary, Anthony Crosland, glibly talks about setting up a bilateral deal with Iceland if the Community is not in a position to negotiate, it is not certain if Iceland would be that desperate for a quick deal with Britain. And if trawlers are displaced from Iceland or other third countries, it could mean the might of the British deep-sea fleet being turned on waters closer home.

Already we are seeing this on the mackerel grounds where there are plans to turn four freezer trawlers from Hull loose.

While the stand taken by the Irish at last week's meeting, in which they wanted a guarantee on coastal zones before agreeing to an extension of Community limits, will be admired in many quarters, we do not believe that a move to 200 miles prejudices the case for a 50-mile exclusive zone.

Half the fish catch in EEC waters is taken by non-member countries. And it is imperative that a 200-mile zone is established quickly to protect the stocks and our future as a fishing nation.

fishing news

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Petition for withdrawal from the EEC

*if we do not get an exclusive limit

*if we do not get cancellation of traditional fishing rights.

Issued by: Brighton Fishermen's Association,
200 King's Road Arches,
Brighton, Sussex.

Glenda goes scouting

THE GRIMSBY multi-purpose wooden fishing vessel *Glenda* (Skipper Francois Winteln) has arrived on the Cornish meckeral grounds off the Lizard to evaluate fishing prospects, primarily for frashere, through the winter months.

Glenda has recently been white fish pair trawling from the Humber port and the success or failure of the 62-footer will largely determine whether further similar Grimsby vessels head south.

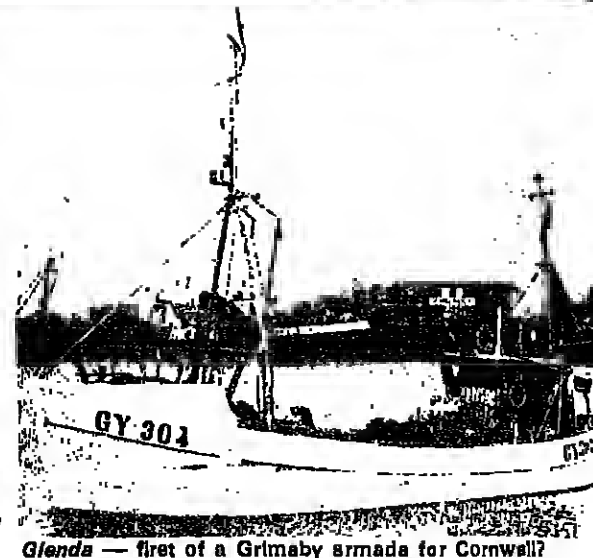
The major problem facing *Glenda* is likely to be one of power, as her main engine is only a 230 bhp Gardner.

Electronically the vessel is ideally equipped for locating the shoals, but whether she has the speed to outpace them when towing remains to be seen.

Unofficial reports of her early attempts were not too encouraging, although the vessel has had to bide her time in the face of some pretty rough weather.

If *Glenda* fails single hosing, it is expected another multi-purpose craft from Grimsby will steam down to the Westcountry and link up with her as a pair team.

On Wednesday it was reported that *Glenda* had been joined by *Paul Antony* from Grimsby.



Glenda — first of a Grimsby armada for Cornwall?

REAL MADRID HITS TROUBLE

THE 140ft. Grimsby trawler, *Real Madrid*, put into Millbay Docks, Plymouth, on Thursday last week with a 50-ton mackerel catch — and immediately ran into trouble.

The trawler, just converted for mid-water fishing, can carry catches of up to 250 tons.

Real Madrid, came in early in the morning. By the afternoon, there were reports that the 12-man crew had walked off the ship because of the lack of landing facilities.

The men had to land about five tons of mackerel by hand before a pump was brought alongside to complete the operation.

The skipper, Eddie Collins, said that landing facilities could not cope with the ship equipment.

With Skipper Collins was Don Lister, a director of Consolidated Fisheries Ltd., the boat's owners, who had come down from Grimsby to see the problems for himself.

Mr. Lister said *Real Madrid* went on trial in the North Sea for a few days following her conversion and

teething problems were ironed out. She then headed for the south-west and took her 50 tons of mackerel from Mounts Bay.

Mr. Lister said landing facilities at Plymouth are by no means as sophisticated as those at Grimsby — and he was not surprised if the crew

had been "a bit disgruntled". He added that *Real Madrid* might spend the next two months fishing off the Cornish coast.

On Monday the former side trawler was anchored at Falmouth with a small catch aboard. It was thought she had some technical problems.

Mackerel men issue TV threat

A TELEVISION report on the mackerel situation off Cornwall screened on Thursday last week started off with a warning from local fishermen that there could be bloodshed between Scots and Cornish.

The Westward Television programme featured the St. Mawes-based trawler *Integrity*, recently fitted out for mid-water fishing after an extensive refit, and Skipper Tony Wolzchuck and his crew said they thought the day of the small boat is coming to an end.

In the studio was a panel consisting of Jim Lovie, chief executive of the Scottish Fishermen's Organisation; Don Lister, a director of Consolidated Fisheries, and representing local interests; and Daphne Lowrie of the recently recognised Cornish Fish Producers' Organisation.

Deve Culling, of Cornwall Fishermen Ltd., said he did not think 'warfare' would solve anything. Fishing has dropped badly. Last year average landings were 9,000 tonnes per day, — now they are only 1,500 tonnes.

Local fishermen interviewed blamed pursers for the large quantities of dead fish on the sea bed last year. Also mid-water boats made fish very scarce when operating close inshore.

Skipper-owner Bernard Sykes, of the Helford based *Shoongri-Lo*, suggested a blockade of local ports. Other fishermen stated that, as earnings had decreased over the last few seasons, many of them had brought their own boats, or raised their stan-

Feelings

Jim Lovie said he understood local feelings and would meet local men anytime.

Daphne Lowrie made the point that the Scots should develop their own markets, and not take the local men's. She went on to say that the mackerel stock being fished is a diminishing one, due to recent bad spawning.

Don Lister said that the fish is British, not Cornish, and he advocated the purse net should be banned.

Jim Lovie admitted to 'one or two' slippings of fish. He also stated that some Scots may land in France direct, so port blockades wouldn't help here.

Daphne Lowrie said that it seemed the only argument was whether the Cornishman was going to be shot with a pistol or rifle.

Don Lister claimed the Eastern bloc vessels are the greatest danger.

Blank at Falmouth

NO worthwhile catches of mackerel have been taken by the Falmouth-based 110 fleet for the past two weeks.

Boats have been steaming all day searching for lines without even wetting the line. Some local boats moved on to Newlyn where prospects were better, while others turned to trawling, while lines or ready pots.

Integrity, after completing a White Fish Authority-assisted mid-water fishing trial, turned to bottom trawling.

In previous years the have been similar bad runs — mainly due to gales in the hope the fishing will improve with the next spring tides.

IRISH PAIR 'INSIDE LIMIT'

THE CORNISH Fish Producers' Organisation has sent a protest to its counterpart in Northern Ireland following a sighting last week.

The cause of the protest was the discovery of two Irish pair trawlers working just 24 miles off Porthcurno.

Ban Collins, joint secretary of the Cornish PO, said the trawlers were sighted by Skipper Bill Tomkins' *Kimball* and Skipper John Cook's *Byrillon* and that their exact position was fixed by radar.

Mr. Collins alleged that the trawlers were *Stephens* (N174) and *Speemogus* (N 247), both from Killybeg, Northern Ireland.

He claimed that, when the Irishmen realised their position was being fixed, they headed away to gear and headed away to the west at full speed.

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'PANTHER' SMASHES GRIMSBY RECORD

BUT'S Ross *Panther* sailed into Grimsby last week to take the port's middle water grossing record with a 228,465 catch.

Skipper Welly Stokes brought the 130-footer home from a 15-day Westerly trip from a landing of 1,104 kits, including 442 of cadetfish, 280 of haddock and 335 of cod.

Ross *Panther* scored heavily with nearly 300 kits of top quality large cod which averaged a good £36 per kit at the morning auction and in all her cod sales accounted for over £15,000.

Rounding off a first-rate week for the BUT middle water fleet were career best grossings from two other 'cat' class trawlers.

Ross *Cougar* (Skipper Jack Major) all but broke the old record with £24,325 from a 17-day Westerly voyage which turned out 1,200 kits (over half haddock) and last Friday Ross *Lynx* (Skipper David Cooper) chalked up



Ross *Panther* arriving with her record-breaking catch.

£20,897 from 948 kits after 15 days to the Westerlies. There was a string of consistent performances from the H. L. Taylor trawlers in this lower half haddock and last section also.

Osmo (Skipper Peter New-hy) was top-tripper on

£18,325 from 614 kits after an 18-day Faroes/Westerly trip, yet possibly the most remarkable trip came from Tokio (Skipper Jimmy Gladwell) as she grossed £17,904 from a modest 460 kits.

Tokio, however, landed over 150 of squid and at prices around £55 per kit this accounted for over £8,000.

Back on the record trail, the Grimsby grossing high for a Belgian herring trawler was broken for the third time in the past month when *De Kottens* (N151) made £26,987 from a landing of 815 kits on October 19.

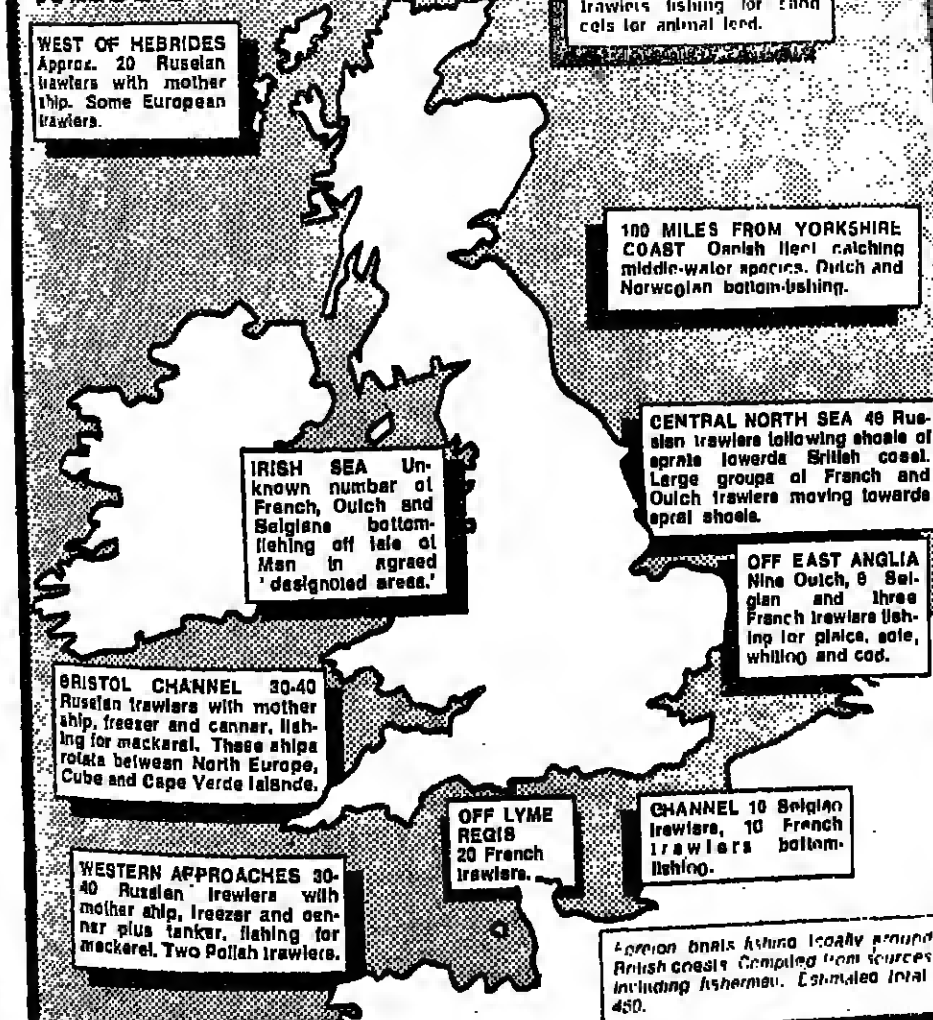
With the continuing slack fishing at Iceland landings from this quarter again disappointed although *Russ Revenge* (Skipper Johnny Moslow) managed £48,110 for BUT from 1,598 kits after 22 days and *Russ Revenge* (Skipper Barry McCall) grossed £42,978 from 1,474 kits, both mostly codfish, from six local trawlers completing trips last week.

However, distant water supplies were helped out by three White Seas trips from BUT's *Lord Jellicoe* and *Vianova*, and Consolidated Fisheries' *Gillingham*.

Pick of these and the top trip of the week came from *Vianova* (Skipper Tony Haukin) with a £51,539 grossing from 1,840 kits, almost entirely cod and coaling.

The John R. angled pair *Golden Venture* (Skipper Peter Pulford) and *Skanderborg* (Skipper Phil Scott) entered the pair team grossings, even to the extent of entering an eight-day trip by the *Golden Venture*, with a combined grossing of £29,289 from 906 kits after 14 days in the North Sea.

Who's fishing where



'Gladnes' flops at Hull

ALLARD, Hewson's pelmer *Gladnes* (Skipper Jorgen Olsen) was diverted from her home port of Grimsby last Friday to Hull but, despite being the only vessel landing there she failed to make the expected big grossing.

A spokesman for her owners explained the decision to land at Hull was taken largely because *Gladnes* had nearly 80 kits of haddock in her total catch of 182 kits, and the Grimsby market that morning for haddock was well supplied.

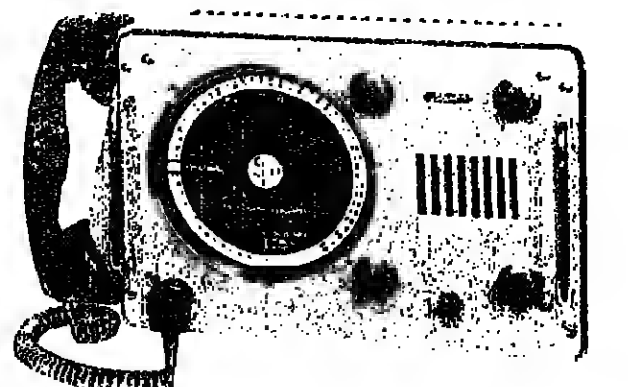
However, the balance of the catch was cod and, in view of this, the final grossing of £4,599 was rather a disappointment. *Gladnes* was completing a North Sea trip of 14 days.

THIS CHART, reproduced by kind permission of The Observer newspaper, gives an idea of the strength of foreign fishing effort off the British coast.

Irish launch

SHALON, an 80ft. trawler, was launched this Tuesday at the 'Bor' (Irish) Marina, located in Killybegs, Eire, for Skipper Paul O'Neill.

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BELGIAN TOP AT MILFORD

A BELGIAN trawler took top ship honours at Milford Haven last week. She is *Marine* which landed 60 kits, including two of cod, two of whiting, 15 of roker, five of turbot and brill, 20 of plaice and 20 of soles grossing £4,828.

On the following day *Bryher* (Skipper A. James) returned an average of £40 a kit for her 98-kit catch. Her total, which included one of haddock, two of cod, 10 of whiting, 45 of roker, 10 of turbot and brill and 15 of plaice, sold for £4,011.

There were also good grossings by *Georgina Wilson* (Skipper Tom Smith) and *Norward Star* with Skipper John Rogers in command. *Georgina Wilson* landed 140 kits which sold for £4,400, while *Norward Star* had 99 kits selling for £4,011.

Between them the vessels landed a total of 20 of cod, 25 of whiting, 90 of roker, 18 of turbot and brill, 30 of plaice and 15 of soles.

Deepsea men clinch £4 a week rise

FISHERMEN at Fleetwood, Grimsby and Hull have won a £4 a week rise — with three months' back pay — following talks between the Transport and General Workers' Union and trawler owners.

The men are to receive an extra 24 a week sea rate, 28 a week holiday pay and 26 a week shore rate when a man

is signed on the ship's log. The award is back-dated until July 15 and the increase will bring the basic sea time wage for deckhand to £38.50 a week.

Alf Devies, TGWU district organiser in the Fleetwood area, said the employers originally offered a £2.50 all-round increase and said that they were prepared to make adjustments on holiday pay and bonus day payments for time at sea.

He added: "We offered to go to arbitration. The employers refused, but eventually agreed to go to mediation. Our claim was for 26 all

round and had to expect a £2 drop on this figure for sea time payments.

"We are not satisfied with the £4 payment for sea rate. We still believe that it should have been 26. But because of the state of the industry we accepted."

Mark Hamer, general manager of Fleetwood Fishing Vessel Owners' Association, said that in order to meet the costs of the new pay award it was more important than ever that a 50-mile exclusive fishing zone was set up and that Britain gained continued fishing access at Iceland.

He added: "We offered to go to arbitration. The employers refused, but eventually agreed to go to mediation. Our claim was for 26 all

GEAR SNAGS BENVOLIO ON MAIDEN TRIP

WYRE TRAWLERS' latest addition at Fleetwood, the 88ft. multi-purpose *Benvolio*, hit a snag on her maiden voyage when she tangled her fishing gear around her propeller while working off the west of Scotland.

Wyre Defence (Skipper Geoff Wright) was on her way home at the time and went to *Benvolio's* aid. She took her in tow and, in a force nine to 10 gale, towed her for 24 hours to Stranraer where the propeller was cleared.

Once freed it was decided that *Benvolio* (Skipper Bill Spearpoint) should come in to land. She had 81 kits which sold for £1,286.

John Haslam, manager of Wyre Trawlers, said they looked on the first trip of the ship as largely experimental because they had not previously

operated this class of vessel at Fleetwood. He added: "She has had teething troubles with her gear but this was to be expected."

The first box of cod to be landed by the vessel was sold to fish merchant Bert Crack. It earned £69 which went to the Fleetwood branch of the Royal National Mission to Deep Sea Fishermen.

NZ wants to build up fleet

NEW ZEALAND is on the look out for second-hand fishing boats says Duncan MacIntyre, the country's Minister for Fisheries.

The amount of second-hand vessels imported will depend on New Zealand's ability to build the required number of craft at a competitive price to meet growing fishing zones.

If the country extends her limits to 200 miles, she will need another 70 deep water vessels to cope.

OBITUARY

DUNCAN Frederick Anderson (46) has died in hospital following a long illness.

He was assistant to the ship's husband with Grimsby sealer owners and agents, Tom Slight (F.S.) Ltd.

A native of Fleetwood, Mr. Anderson worked for many years as a fisherman at both ports before poor health forced him to concentrate on office work and administration.

He leaves a widow, a son and daughter.

GILBERT Buchanan has been appointed vice president of the SFF. He succeeds Mr. J. F. Innes of Looe. Mr. Buchanan, who became president on Wednesday, Mr. Buchanan's long service to the industry was recognised when the Queen presented him with the MBE.

BOSTON COMANCHE MAKES COMEBACK

THE 616-TON Grimsby distant water trawler *Boston Comanche* (above), top earning vessel at the Humber port in 1974 and until recently holder of the Grimsby record grossing, has been put back to sea by owners Boston Deep Sea Fisheries Ltd. She had been laid up since the middle of last summer. *Boston Comanche* was one of five large trawlers withdrawn from fishing by the Boston Group at Grimsby shortly after the Oslo agreement. The company did not have enough fishing days allocated to maintain its local-

dio fishing effort from Fleetwood and Grimsby. She sailed in mid-week for the north-east Arctic, presumably the White Sea, and this move has given rise to speculation that the proposed switching of the Hull freezer *Phoenix* to meckler fishing has released company cod quotas previously reserved exclusively for its freezer. Command of *Boston Comanche* has gone to Skipper Albert Hollington.

Co-op may buy salmon fishery

GALWAY Bay Fishermen's Co-operative may buy the Irish salmon fishery on the Corrib river.

During the last season the co-op handled the sales of the fishery, along with those of its own members, bringing the number of salmon passing through its bands to over 20,000.

It is reported that the fishery has been offered to the co-op by the owners, the Barbour family, at around £80,000.

Over the past few years there has been a substantial

increase in drift-netting for salmon in and near Galway Bay, which is regarded as one of Ireland's finest fisheries. The Galway co-operative has been helping the preservation of salmon in the area by setting aside a percentage of its salmon earnings for restocking. Last year it spent £800 on fingerlings in the Spiddal river.

The co-op is now one of the largest dealers in salmon in the Irish Republic and the price it paid for the fish this season was 22p per lb.

Union opposed to 'exclusive' zones

AS SUPPORT mounted on Humberside last week for further pressure on the Government for a 50-mile exclusive coastal zone within any British or EEC 200-mile limits, distant water trawler skippers and some owners were having second thoughts about the meaning of the term 'exclusive'.

There was concern about the British and Irish stand over a 50-mile zone for their inshore fishermen and the sudden thought that if it would be most unwise to make this simply a 'no-go' area, thus ruling it out as a bargaining counter for limited reciprocal fishing rights in any future negotiations with other nations.

Mr. Hawley went on: "Such an attitude could, we feel, have the gravest consequences for our own distant water operations, if other countries, in retaliation, adopt similar 50-mile zones permanently excluding all but their own fishermen."

Mr. Hawley added that he had informed Foreign Secretary, Anthony Crosland, about the views of the distant water officers within the Grimsby guild and stressed that the Hull Trawler Officers' Guild had not yet pledged its support over this rather delicate matter.

Meanwhile, the president of the Grimsby Fishing Vessel Owners' Association, Fred Parkes, confirmed his support for a 50-mile exclusive zone for British within the proposed 200-mile limits, but interpreted the term 'exclusive'

zone for British fishermen only in Grimsby last week.

Mr. Parkes headed a group of Grimsby representatives from the fishing industry who informally met a group of seven London-based journalists and correspondents from EEC countries visiting Grimsby on October 21 to assess the background to Britain's stance on EEC negotiations.

The visit, and a similar one on October 26, had been arranged by the Central Office of Information in London and included tours of the fish docks and various processing factories.

However, the consensus of

opinion among the first batch was that the visit had really come too late for them to make out a special case, within their individual countries, for British fishing rights in the EEC 'fishpond'. The party of journalists had earlier visited Peterhead to review the industry in Scotland.

Among those representing the industry at Grimsby, in addition to Mr. Parkes, were Ken Beeken, Dave Hawley, Fred Harrison, distant water skippers J. N. "Jack" Korr and Tom Smith, and leader of the Humberside Shore Fishermen's Association, Denis McKenny.

THE Government has set up a Committee of the House of Commons to consider the new mesh size order for sprat fisheries. This follows protests on behalf of Northumberland fishermen from Alan Belth MP. Fishermen have complained at the mesh size chosen and at the lack of consultation before the Order was introduced.

in BRIEF

presented with a silver salver and Mr. Baldry with a silver bowl.

PORHLIVEN Shipyard, which has been operating under a receiver/manager, is to lay off its remaining work force of 12. The yard had been completing outstanding contracts and, as no new orders have been received, machinery and equipment are due to be auctioned next month.

SKIPPER John Ketteringham, and chief engineer A. Baldry, of the Lowestoft trawler *St. Thomas* were presented with awards last week for helping to make her the top-earning trawler at the port in 1975. She had gross earnings of £184,275. Skipper Ketteringham was

GEORGE Willis, Bridlington's harbourmaster, is to act as the port's agent for the Royal National Mission to Deep Sea Fishermen, giving the mission a representative at the port seven days a week.

A LADY scientist has for the first time won the Association of Fish Meal Manufacturer's annual award for research in animal nutrition. She is Dr. Marie E. Couts of the National Institute of Research in Dairying, Shinfield, Reading.

HERRING was landed at Lowestoft last week by the port's inshore fleet, which has been joined by some vessels from West Mersea. The herring are being caught on the grounds off Cromer.

BEN GREEN, superintendent of the Fleetwood branch of the RNLI, has been promoted to senior superintendent. He is to move to Lowestoft where he will take over from John Hince, who has resigned. Mr. Green, who has been in Fleetwood for two years, said: "I have been very happy at Fleetwood. The people have made us very much at home and we have a very good relationship with the industry. It is with a lot of regret that we leave."

Mr. Aitchison is married with three children.

SFF get their man

THE SCOTTISH Fishermen's Federation has appointed its first full-time chief-executive, David Aitchison (54), principal teacher of Classics and Natural Studies at Eyemouth High School, takes up his post in Edinburgh on January 1.

Mr. Aitchison has been involved with the fishing industry for the past 30 years. He was president of the Firth of Forth Fishermen's Federa-

tion from 1973-75 and for the past 12 years has been secretary of the Eyemouth and District Fishermen's Association.

A member of the Royal Institute of Navigation, Mr. Aitchison also served on the working group set up to investigate Britain's entry into the EEC.

"I am under no illusions about the task which faces me," Mr. Aitchison told *Fishing News* on Wednesday. "The fishing industry has

been neglected by successive governments. Rapidly rising costs for fuel and gear have proved a big burden to carry and the situation has been aggravated further by new EEC survey rules."

Although he came into the industry via the educational side, Mr. Aitchison said he moved over to the representative sphere because he believed that fishermen were not getting sufficient recognition for the work they do.

SEVEN TRAWLERS LEAVE GRIMSBY

THE EIGHT middle water trawlers formerly owned by the Grimsby firm of Sir Thomas Robinson & Son (Grimsby) Ltd. have been sold off with one exception — by the White Fish Authority. This follows repossession of the fleet last August (see *Fishing News*, October 22).

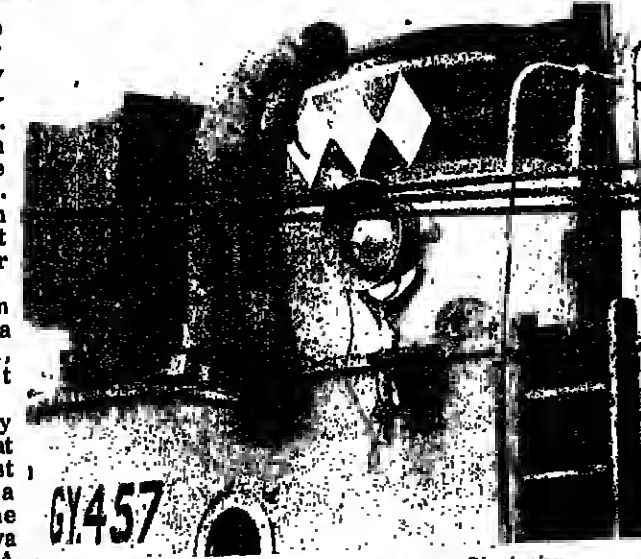
Only the fate of the 283-ton *Priscillian*, built by Cochrane & Sons Ltd. at Selby in 1931, was undisclosed last week.

The vessel was one of only three fishing when the fleet was repossessed and the last Robinson vessel to undergo a major refit. It is assumed the tenders submitted so far have not met up with the WFA valuation.

However, a deal for her disposal is expected shortly and the possibility that she could remain at her home port under new ownership has not been ruled out completely.

Already *Samaritan* (built in Selby in 1957) has left Grimsby to join the Claridge Group of companies at Lowestoft, where she is expected to continue fishing. She may be followed shortly by *Judean* (Selby 1980) and *Tiberian* (Selby 1981), which have both been converted for oil rig standby work and it is understood they are likely to continue with these roles. She may be joined later by *Oliven* (Selby 1954) and *Thesolonion* (Selby 1956) which will possibly resume fishing.

As with *Samaritan* the WFA



A painter changes the funnel markings on *Rhodesian*.

have completed deals with the Colna Fishing Co. on behalf of the Claridge Group. In less than 18 months this thriving Lowestoft concern has now relieved Grimsby of nine near/middle water trawlers.

In addition to the above sales, *Philadelphian* (Selby 1960) has been purchased for leading Belgian owner Raymond Claeys. The vessel has been converted for oil rig standby work, but she will definitely be put back to fishing under the Belgian flag.

Mr. Claeys is making a habit of picking up bargains at Grimsby and will be remembered as the man who bought *Ross Falcon*, which nearly derailed from BUT just two years ago, and which

he has since re-engined and is successfully fishing as *Falcon*.

The only vessel to remain in Grimsby, the former top earning Robinson trawler *Rhodesian*, was scheduled to make her maiden trip for new owners H. L. Taylor Ltd. this week.

Taylor's was busy preparing the 331-ton vessel, at Grimsby last week, including changing the funnel markings and carrying out a minor overhaul. She will be commanded by Skipper George Loades, one of Grimsby's most experienced middle water skippers.

Informal sources state that the former Robinson vessel was sold off for between £16,000 and £26,000.

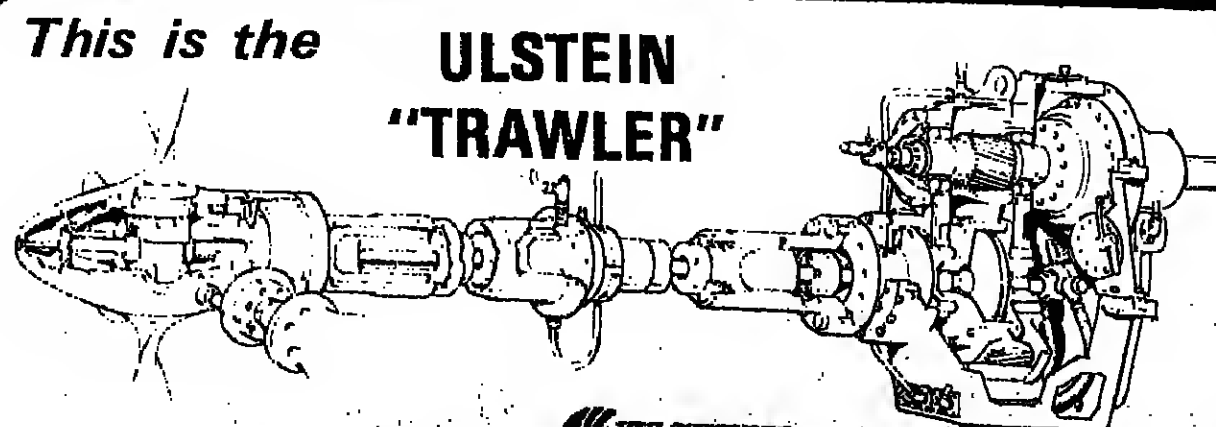
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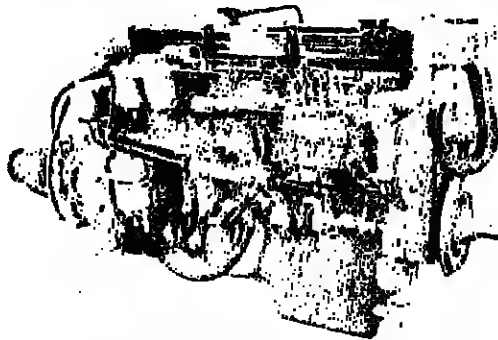
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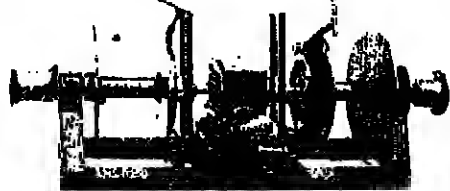
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'SURPRISE' CATCH GOES TO MEAL

MORE THAN 300 kits of good-quality fish went for fish meal at Fleetwood in one day last week.

It happened on the Monday when 300 kits of mackerel did not reach the minimum price of £5.89 a kit. The bulk of this fish was from

the middle-water trawler *Wyre Conqueror*, commanded by Skipper Ron Slapp. She had 270 kits on-sold.

On the same day *Ella Hewett*, commanded by Skipper Jim Buckley, had 81 kits of mackerel, 24 of horse mackerel and 45 of dogs on-sold.

The manager of Wyre Trawlers Ltd. which owns *Wyre Conqueror*, John Haslam, said: "It would have made a substantial difference to the trip if the mackerel had only reached the minimum. Apart from the cash it seems daft that so much good fish should be wasted when the continentals are making a

bundle from fishing the mackerel from our waters. But there was so little to send from the mackerel for the mackerel at the sales."

The ship earned £11,200 from 877 kits, including 16 kits of haddock and 20 of roker.

Victor Buchini of the *Howett Fishing Co.*, owners *Ella Hewett*, said of the vessel's catch: "The dogs were on the small side but good condition — the fish were perfectly decent quality. It is a shame to see good fish going across the road."

Geoff Anderson, president of Fleetwood Fish Merchants Association, said his members had an unusually large quantity of mackerel sprung up them.

He added: "Undoubtedly there is a market for mackerel but it all hangs on continuity of supply and being given time to build a trade."

Two records fall

FLEETWOOD's side trawler grossing record was smashed last week when *Robert Hewett* returned from Iceland with 1,243 kits, including 1,100 of cod, which sold for £36,325.

The grossing was also the highest ever made by a Hewett Fishing Co. vessel and the latest in a series of excellent earnings made by the vessel while under Skipper Dennis McLoughlin.

There was only one landing by a large stern trawler during the week. *Pydeo*, now commanded by Skipper John Burns, landed 1,065 kits (800 of cod) which sold for £31,089.

She had been to Iceland as had the side trawler *Boston Explorer* (Skipper W. Anderson) which landed 1,047 kits, including 600 of cod and 220 of haddock. The catch sold for a disappointing £28,055.

Rockall provided the week's outstanding middle-water catch. The stern trawler *Armana*, skippered by Don Evans, continued a good series of catches from the area when she landed 901 kits, including more than 700 of haddock, to earn £17,520.

Other middle-water trawlers concentrated on the north-west of Ireland grounds which again provided the unlikely sight of soles in their catches.

Ella Hewett, commanded by Skipper Jim Buckley, had eight kits of the variety in her total 883 worth £11,709. Also included in the catch were 50 of cod, 250 of haddock, 20 of roker, 50 of dogs and 110 of mackerel.

Wyre Defence, commanded by Skipper Geoff Wright, did well with her catch of 588 kits. This included 30 kits of cod, 230 of haddock, 30 of roker and 50 of dogs and sold for a total of £10,005.

In the near water section it

was the small Irish trawler *Marrie Jacob* which took the eye. She landed around 40 of soles in her total of 85 kits, which sold for £5,831. The vessel's sales sold for from £120 to £190 a kit.

The seiner, *Chormor*, which had a successful

summer working from Grimsby under skipper-owner Otto Jensen, continued her successful return to the west coast. She headed back to port after only seven days with 115 kits, including 60 of cod and 30 of pike, which sold for £3,542.

Illegal net warning

THE Belgian beam trawler *Aurora* was stopped by the fishery protection vessel *HMS Kallington* last week and escorted into Lowestoft.

She was allowed to sail the following morning after her skipper had been given a warning about using a net with "fractionally under-sized" mesh.

"Only one net was involved and it was only slightly un-

der-size. The Belgian skipper immediately removed and destroyed it once this was pointed out," said Lt. Cdr. G. J. V. Thorpe, district fisheries officer.

"All her other gear was within legal limits. It is difficult to accurately measure nets at sea. She was brought into harbour so that it could be examined properly."

Aurora is based at Zeebrugge.



The Zeebrugge beam trawler *Aurora* reaches Lowestoft to have her nets accurately measured. Standing guard aboard her is *HMS Kallington's* first lieutenant, D. S. Ritchie.



REPORT DIVERS WHO LETTERS RIFLE POTS

SIR, I was interested to read Trapper's comments in the "Shellfish Chat" section in the October 1 issue of *Fishing News* with regard to a letter from a fisherman in Northumberland complaining about the activities of amateur divers.

As you may know, the British Sub-Aqua Club has a rule that its members should not sell their catches and we have also told our divers not to take more shellfish than they need for their own consumption.

We must, however, defend their right — and the right of any other member of the general public — to use and enjoy the sea.

The majority of our members, and divers throughout the country, are very conservation minded. The club, in conjunction with our magazine, has launched Underwater Conservation Year for 1977 and the organising committee include representatives of the Nature Conservancy, the Natural Environment Research Council and the Marine Biological Association.

As the governing body for the sport of underwater swimming, we cannot possibly

tolerate violence to our members. I would emphasise the dangers of hauling divers to the surface when they may suffer air embolism, decompression sickness, or even death as a result.

I am yet to be convinced that there is real evidence of widespread emptying of pots or tampering with gear by amateur divers, but if such evidence does exist we would welcome a report of our headquarters here and would take immediate action.

Very many of our members have helped fishermen in the past by recovering pots and nets that, eventually, our relationship with the fishery authorities will be as constructive as our relationship is with anglers.

I am sure that the results will be constructive.

A.L. Vallentyne, District General, British Sub-Aqua Club, Brompton Road, London.

Icelandic Consul slams rumours We're not preparing for 'cod war four'

UNCONFIRMED reports that Iceland is preparing her fleet of coastal vessels for a fourth cod war with Britain have been scotched by John Olgeirsson, the Icelandic Consul at Grimsby.

"There is no truth in it at all," he told *Fishing News* last week.

"Iceland is still repairing damage caused by collisions during the last episode and I expect, if the truth were known, the Royal Navy is still working on repairs to some of the British frigates which were damaged while protecting the trawlers."

Mr. Olgeirsson also ruled out the possibility of another cod war, pointing out that Britain had agreed to observe absolutely the Icelandic 200-mile limit under the terms of the Oslo settlement signed last May.

The previous disputes had arisen because Britain had contested the extension of unrecognised limits.

On the question of British access to Icelandic waters from the end of November

onwards, Mr. Olgeirsson said it depended entirely on reciprocal fishing rights between the two countries.

"At the moment the ball is very firmly in Britain's court. If she wants to continue then there must be an offer from the EEC, or Britain herself must seize the initiative."

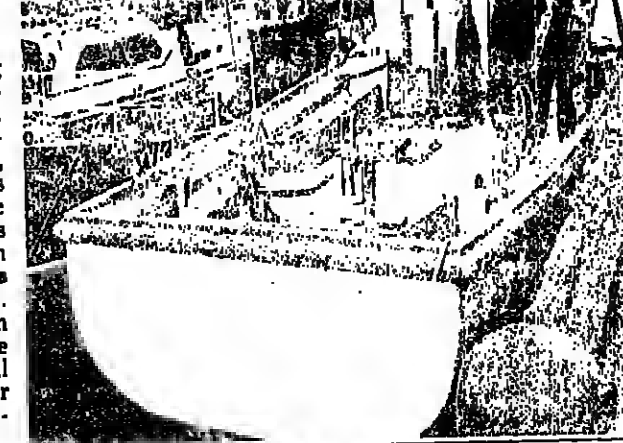
The Icelandic Consul stated Iceland is anxious to keep her summer herring fishing in the North Sea, worth this year alone about £17.5 million a year, and there is also the rather vague possibility of Iceland losing access to the east coast of Greenland, (a Danish colony), if a 200-mile limit were enforced by the EEC.

The Icelanders fish there industrially for caplin and also trawl for herring and cod. Whether the Greenland limit does come into any EEC deal is far from clear at the moment, commented Mr. Olgeirsson.

Long ride for small boat

THE standard Hulmatic GRP-hulled 36-footer pictured right is now being shipped to St. Helena, in mid-South Atlantic, where she will work on resource development. Fitted out by the Wick, Caithness, yard of James McCaughey, she will be operated by Fisheries Development Ltd. of London which is organising a fisheries project on the remote island.

The skipper has been recruited by the firm and the boat will work with a local crew. Among her fishing gear are gurdies by Spencer-Carter of Cornwall.



Marr looks East

TRAWLER owner J. Marr and Son Ltd. has sent the assistant manager of its Fleetwood branch, Jim Hind, on a fact-finding mission to Aden and Dubai.

This is the second trip he has made to the Middle East in preparation for any expansion in the fishing industry which may take place there.

Jim Cross, Marr's manager at Fleetwood, said that the fishing industries in the Middle East are almost certain to expand in the near future.

He added: "It is already beginning and the Marr company hopes to share in this future."

He said Marr might be in a position to offer expertise, and resources to help in the expected developments.

STANDARDS FOR NETS

A classification of methods for mounting and joining of fishing nets has just been published by the British Standards Institution. It illustrates the method used for mounting and joining and the type of knot used.

The standard is intended as a guide to purchasers and users of fishing nets. The specification is in general agreement with the corresponding international standards.

Copies of BS 5598 are available from BSI Sales Department, 101, Pentonville Road, London N1 9ND. Price £1.50.

Billingsgate ALWAYS ON SUNDAYS

THERE is an aspect of the market that very few regular merchants and customers ever see. This is the Sunday market, held in the calm of the early morning while most Londoners are still snuggled down enjoying their weekly lie-in. And when they do eventually struggle out to the local, there will be the shellfish stall, bright with prawns, local, there will be the shellfish stall, bright with prawns, glistering with winkles, and redolent with eels, all bought down the "Gate that very morning."

This is the purpose of the Sunday market and, therefore, the firms open for business are those whose principal interest is in the sale of shellfish. They are joined by the cookmen of Leigh on Sea who stand along the front of the market with their vehicles packed with cotton nets of shelled meats, ready to be sold by the gallon.

The first stands of each aisle have new tenants while their samples of winkles, shrimps and prawns. While across the dry, clean end, for once, tidy market, the bright lights of Lou Hart's shop gleam through the early morning gloom. Crabs, jellied eels in cartons and bowls, mussels in shells or bottled, are all available.

Nor are the buyers the same as throughout the week. These are a different breed: rougher, tougher. Few, if any, are full-time professional fishmongers. These "minor" entrepreneurs, arriving by cars of often venerable vintage, taxis, and the occasional beautifully fitted mobile shop, buy by the gallon and the half-gallon rather than by the four-stone boxes and the six-stone bags of the week-day buyers.

The buyers and the sellers are not the only ones who lose their Sunday morning lie-in. The market's servants must be represented too. Policemen of the Market and City forces, tax inspectors, a fish inspector and cleaners. All are there to ensure that the Londoners' market and mussels are alive, alive, O!

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CATCH '76 REPORT

Danes come out in force

A NUMBER of Danish companies who manufacture and supply equipment were represented on the Industrial Development Council of North Jutland's stand.

Iver Christensen's Vead-binder which has been making nets since 1879 is already known in the Scottish fleet, and showed details of its range of bottom and midwater trawls designed for catching herring, eprate, mackerel, white fish, shrimps and prawns.

An interesting feature of the firm's four seem midwater and bottom trawls is that the netting in the wings has been replaced by polypropylene ropes.

A model of one of these nets showed the construction of the rope wings, and the unusual feature allows the trawl to be towed at higher speeds.

Experience has also shown that the rope wings are substantially stronger than the netting they replace.

Two types of net incorporate the rope wings. For midwater pair trawling there is a nylon net made from four identical panels and which is best suited for fishing in deep water.

The three bridled Blaepruttrawls are a four seam net suitable for both single boat and pair fishing and can be used on the bottom or in midwater.

Nets with the rope wings are in use in Denmark and Sweden and the makers feel that they would be ideal for use by the Scottish fleet.

Another exhibit on the Denmark stand was a model of the Universal Box washing machine from W. Bruel's eff.

Basically the machine consists of a circular overhanging conveyor on which the boxes

are hung and carried through two sections of the machine, referred to as the softening and washing stations.

Also on the Danish stand was an example of the 'net-op' hydraulic self-winding net winch from the firm of Bjerne Jensen. It can be used to haul many types of net aboard smaller vessels up to about 80 tons.

One of these winches is fitted to the Grimsby vessel *Wardley* which has been working tangle nets.

Co-ops on parade

SCOTTISH Federation of Fishermen's Co-operatives Ltd. and Fishing Co-operatives Trading (Scotland) Ltd. were represented on the General Service stand.

The overall aim of the Federation is to protect and promote the interests of fishermen's co-operatives in Scotland and to assist in their operation. Already 17 co-ops are members of the Federation.

Fishing Co-operatives Trading (Scotland) Ltd. was set up in 1975 to enable co-ops to buy their various goods in bulk at reduced cost.

Today the FCTS can supply almost all the fishermen's requirements including nets, ropes, oil and protective clothing and supplies its own brand of tea, coffee, bilge wash and detergents.

Speaking to *Fishing News* at the exhibition Mr. R. H. Milne, secretary of the FCTS, said that visiting fishermen had shown great interest in the idea of co-operatives and had asked to be kept in touch with developments.

In particular the bulk buy-scheme is proving to be a great benefit.

Is ferro-cement a good choice?

"WE ARE seriously considering building a ferro-cement hull about 36ft long for completion as a potting and line fishing boat."

"Would you say that those who have had some experience of using ferro-cement boats for fishing are entirely satisfied with their performance?"

"Would you let us know where we can get plans, specifications, materials and instructions for using them if we decide to go ahead with the project?"

"I would not say that all those who have had some experience of using ferro-cement boats for fishing are entirely satisfied with their performance."

Inevitably, mistakes were made in the design and construction of prototype craft and led to disillusion on the part of some owners. But I think that both designers and builders have learnt from their mistakes and that owners and operators today are more likely to be satisfied with their boats than in the past.

Answers were sought in a questionnaire issued by the original builder of Seacrest ferro-cement boats a little while ago to some 50 owners probably indicate as accurately as any evidence the approximate number of satisfied and unsatisfied.

The questionnaire sought answers to queries about maintenance, damage resistance, whether they would choose ferro-cement

again and whether they considered it would increase in popularity or otherwise.

To a question about performance, 40 per cent of fishing and commercial boat owners replied that ferro-cement was far better than expected, 20 per cent better than expected, 20 per cent exactly as expected and 20 per cent slightly worse than expected.

About maintenance, 40 per cent replied that their boats were far easier to maintain than expected and 60 per cent that they were easier to maintain.

About resistance to damage, 40 per cent said that it was far better than expected, 20 per cent better, none exactly as expected, 20 per cent slightly worse and 20 per cent far worse.

Asked whether they would definitely choose ferro-cement again as a boat building material, 60 per cent said yes. Twenty per cent said that they might and 20 per cent that they would be unlikely to do so.

Asked whether they expected ferro-cement to increase in popularity as a boat building material, 40 per cent replied that they expected it to increase rapidly, 40 per cent slowly and 20 per cent that it would neither increase or decrease.

I think the best source of plans, specifications, materials and instructions for using them is a company which builds ferro-cement fishing boats, designed by a leading designer of them, itself.

It builds 24, 28, 30, 34 and 40ft boats suitable for in-shore fishing, and I should

John Burgess' Log



think its 34-footer would meet your requirements admirably since all components are available in kit form.

A kit consists of 16 fabricated steel frames, transom, skeg-keel-stem galvanised steelwork and all other parts necessary to set up the complete framework ready for re-inforcing.

Its price is less than one fifth of what you would have to pay if you were to buy hull and deck of the boat plastered and ready for fitting out.

The builders can supply the hull fitted with four bulkheads, 16 frames, reinforced gunwale, engine bearers, skeg, keel and stem protection and deck complete with openings for access to wheelhouse.

The hull would be 34ft. 1in. over all, 32ft. 4in. on the waterline, with a beam of 13ft. 6in. and draught of 4ft. 7in., and a displacement tonnage of 13 tonnes.

Delivery

It could be fitted by them with a 6-cylinder Lister propulsion engine, accommodation for two and a hold with a capacity for six tonnes of fish; also with whatever equipment you might want. And they would quote promptly for supplying the completed boat and probably be able to give quick delivery.

I mention this just in case you should change your minds and decide to buy a partially or fully completed boat instead of doing it yourselves.

Outlay

You will, therefore, be able to estimate with considerable accuracy, before you start, what your total outlay for materials is going to be.

Not only can you get the 34-footer in kit form, as well as in the form of a partially or fully completed boat, but you can get all the other boats in the company's range in these various forms as well.

Should you decide to opt for its 30 or 40ft boat, instead of the 34-footer, the same choice would be open to you.

The boats are known as Macboats — Macboat 30, Macboat 34, Macboat 40 — presumably because the name of the company which supplies them in their various forms is MacAllister Carrall Ltd.

It was founded four years ago after its managing director, Mr. R. G. MacAllister, had gained several years experience of building ferro-cement craft in the USA. And he, in collaboration with O.L. Watson and Co., has been responsible for the design of the boats.

The company started operations at East Boldre, but has recently moved to larger premises at Stem Lane Industrial Estate, New Milton, Hampshire.

See where you're going

"I HAVE obtained the copy of *Fishing News* in which you described the complete binoculars made by a firm in the south of England."

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PLASTIC BEARINGS

WHOEVER initially evolved a formula for producing polyurethane can hardly have imagined the extent to which his work would benefit the marine world.

It has led to the production of exceptionally durable paints and coatings of various kinds, floats, rigid and foam-in-place insulating and buoyancy materials. As if that were not enough, it is now being used to make shaft bearings.

Advantage claimed for these bearings are that they are stronger, more durable and more abrasion resistant than most types of rubber and metal bearings; also that shafts will rotate in them without pounding and, therefore, cause less noise and/or vibration.

Lloyds Register of Shipping and are designed to be interchangeable with conventional rubber bearings. They are water lubricated, but oil greases can be used when assembling them.

Standard sizes currently available are for shafts between one and two inches diameter. Sizes to take shafts between two and 3in.

Manufactured in Porthleven, they are known as Countrose Polyurethane Bearings and are being distributed by J. T. Coyle and Sons, Marine Engineers, Porthleven, Helston, Cornwall.

A FEW weeks ago, in reply to an inquiry about a source of supply of fish oil, I said that I thought that the liquor might be able to get small quantities of it from the Hull Fish Meal and Oil Co. Ltd. I have since learnt that this company, now called Brixton

More fish oil

Box 33, St. Andrew's Dock, Hull, can supply untreated fish oil but usually does so by the tonne.

I have also discovered that fish oil is obtainable from Gansper and Nicholson's Marine Equipment Ltd, 10 Northern Road, Southampton

فلا من لا

ee crawlers, 44 tonnes at
homemarket, 44 tonnes at
\$1,500/216.00. Uniform to mixed
size, spawls, 225/540 per 50kg;
r: 13 crawlers, 30 tonnes;
homemarket, 30 tonnes \$11/744.
and selected, 190/260 and
2/360 per 50kg.

WEDNESDAY, OCTOBER 27
Stomocher, four crawlers, 30
tonnes; homemarket, nine tonnes
\$12/212.50, klondyking, 21
tonnes at \$14. Mixed spawls,
40/380 per 50kg; Ulupol, two
crawlers, 38 tonnes, 19 crawlers,
16 tonnes; homemarket, 184
tonnes at \$14/143.00. Mixed
spawls, 330/380 per 50kg. *U. o.* and
crawlers, 18 tonnes; homemarket,
18 tonnes at \$14.50. Slightly mat-
ure in size, spawls, 330 per 50kg;
clolaly, 12 crawlers, 110 tonnes;
c. puruara, 48 tonnes;
homemarket, 138 tonnes at
\$24.20. Uniform to mixed in
size, spawls, 225/500 per 50kg;
crawlers, nine crawlers, 15 tonnes;
homemarket, 16 tonnes at
\$14.20/245. Hand selected
80/260 and 310/340 per 50kg.

